

August 1, 1956

SP 1914 PROGRESS REPORT #2

This progress report on SP 1914 is written seven months from the start of the Bakersfield operation. As of this date, the project has the following status:

1. First aircraft is in final assembly and is over 90% complete.
2. Plans have been readied to load it into a C124 on August 23rd, at 4:00 a.m.
3. Training of Air Force personnel for maintenance of these aircraft will start next week.
4. The [REDACTED] is now in fabrication and sub-assembly phases.

25X1D

CONFIGURATION SUMMARY

The configuration for the twenty nine SP 1914 aircraft has been basically established as shown in enclosures 1 and 2. The enclosures also indicate the equipment schedules which are required in order to meet the particular aircraft. These equipment schedules have been given to each individual supplier. The aircraft assemblies which are required for the special equipment to be delivered with each aircraft are shown in enclosure 3. It is intended that these specialized assemblies will be delivered with their respective aircraft.

With regard to this equipment, it appears that the first aircraft which we will deliver on August 23rd, will be short some of these components. This is because the supplier's follow-on schedules at that time will not have accelerated enough to catch up with the aircraft schedule. The missing equipment and assemblies will be as follows:

1. Drift sight-the first servo driven article will not be available until October 15th.
2. System II-the first article for SP 1913 is being installed this week in aircraft 351.
3. System III-the first article for SP 1913 is just now in flight test.
4. A camera hatch-no glass is available for this hatch until mid October.
5. B camera hatch-no glass is available for this hatch until mid October.

USAF Declassification/Release Instructions On File

The equipment which will be installed in the first aircraft will be:

1. System I
2. Sextant-but inoperable because the drift sight is required to complete the optics.
3. Tracker.

The late date presently given for the number one drift sight is much too late to even meet the second airplane. Every effort should be made to advance this date from October 15th, to the last week in September so that we can at least deliver the second aircraft with an operational drift sight.

25X1D Flight tests on several equipment systems, which may eventually effect the components installed in these aircraft are presently being conducted under SP 1913. These flight tests concern the drift sight operation, the [REDACTED] the System II, the System III, and the B Camera. This B Camera has just completed its first full mission last week. Flight tests required in order to establish the operational use of JP-1 fuel have been started. No comment can be made on the use of this fuel until approximately 100 hours have been accumulated on one engine and preferably 500 hours total are accumulated on several engines.

COSTS

The anticipated and actual expenditures on contract SP 1914 to June 24, 1956 are as shown on enclosure 4.

C. Johnson

REV. 6/12/50

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25X1D

(MASTER, SHEET 2)

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		JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV															
AIRCRAFT					1		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
A1 CAMERAS					1		2		3																									
A2 CAMERAS					1	2				3	4	5	6																					
A HATCH F151			1			2	3	4	5	6	7	8	9	10	11	12	13	14																
A GLASS		1			2	3	4	5	6	7	8	9	10	11	12	13	14																	
B CAMERA						1	2		3	4		5	6																					
B HATCH F210					1	2	3	4	5	6	7	8	9	10	11	12	13	14																
B GLASS			1	2	3	4	5	6	7	8	9	10	11	12	13	14																		
C CAMERA								1			2			3																				
C HATCH F220								1	2	3	4	5	6																					
C GLASS							1	2	3	4	5	6																						
25X1D																																		

25X10

AIRCRAFT SERIALS VS. SPECIAL EQUIPMENT

AIRCRAFT SERIALS	F151 A HATCH	F210 B HATCH	F220 C HATCH	F II HATCH	25X1D	F88 BASIC HATCH
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